(2) Construction/Creation of additional assets, such as :

(i) Construction and operation of container terminals.

(ii) Construction and operation of bulk, break bulk, multipurpose and specialised cargo berths.

(iii) Warehousing, Container Freight Stations, storage facilities and tank farms.

(iv) Cranage/Handling Equipment.

(v) Setting up of captive power plants.

(vi) Dry docking and ship repair facilities.

(3) Leasing of equipment for port handling and leasing of floating crafts from the private sector.

(4) Pilotage.

(5) Captive facilities for port based industries.

(c) Yes, Sir.

(d) The salient features of the guidelines are as under :

(i) The existing legislative framework permits private sector participation in ports.

(ii) Ports will continue to discharge their regulatory role under Major Port Trusts Act, 1963.

(iii) In identified projects to be put out on tender on BOT basis, the feasibility report will be made at the expense of the port, the cost of which will be subsequently recovered from the successful tenderer.

(iv) BOT model will be generally used for private sector participation with the assets reverting free to the port after concession period. Evaluation will be made on the basis of criteria laid down clearly in the tender document and will be on the basis of maximum realisation to the port using NPV analysis.

(v) The concession period would be decided upon by the respective Port Trusts in each case with the maximum period not exceeding thirty years.

(vi) The Port will give no guarantee either for financial return or for the traffic which can be expected.

(vii) The Tariff Authority may fix a ceiling tariff and leave the private entrepreneur free to charge upto to the ceiling at the rates to be notified by the entrepreneur. If the Tariff Authority is satisfied, a suitable periodic increase in tariff may be permitted on justified grounds.

(viii) Private Sector participation will be on the basis of open competitive bidding based on two cover system.

(ix) The criteria for evaluation in taking on lease equipments/port crafts by Port Trust, and for pilotage will be the least cost to the ports.

(x) There will be no adverse effect on port labour. No retrenchment will be done without the concurrence of labour and only in accordance with Industrial Disputes Act and relevant labour laws. Lessee will be bound by all the labour laws of the country.

Teesta Canal Project of W.B.

338. SHRI P.R. DASMUNSI : Will the Minister of WATER RESOURCES be pleased to state :

(a) total plan and new plan support or loan given to West Bengal Government since the Teesta Canal Project of North Bengal was conceived;

(b) the share of amount spent by West Bengal Government in those years; and

(c) the present progress of the project and when it is likely to be completed including cost involved ?

THE MINISTER OF WATER RESOURCES (SHRI JANESHWAR MISHRA) : (a) Teesta Project received special Central Assistance of Rs. 5.00 crores in 1983-84 and Rs. 10.00 crores each in the years 1986-87 and 1987-88. Additional Central Assistance (A.C.A.) of Rs. 150.00 crores has been approved during VIII Plan. Further C.L.A. of Rs. 10 crores was sanctioned for the project under Accelerated Irrigation Benefit Programme in 1996-97, out of which Rs. 5 crores was released as the first instalment.

(b) The amount spent by the State Government upto 1994-95 is about Rs. 457 crores.

(c) The progress made in the project upto June 1996 is given in the statement attached. The completion of the project will depend upon the priority attached to it by the State Government. Against an estimated cost of Rs. 695 crores at 1990 price level the total anticipated expenditure upto 1994-95 is about Rs. 593.00 crores.

Statement

Physical Status of Teesta Project

S.No.	Item of work	Unit	Total estimated Quantity	Qty. extended upto 6/96
1.	Teesta Barrage :		Completed in May, 1987	
2.	Mahananda Barrage :		Completed in May, 1987	
3.	Dauk Nagar Barrage :		Completed in 10/89	
4.	Teesta Mahananda Link Canal (25-79 Km.)			
	Completed except 2 nos. bridge for which sites be decided by the Forest Department.			
5.	Mahananda Main Canal (32.22 Km)			
	(i) Earthwork	Kms.	32.22	32.22
	(ii) Lining	Kms.	32.22	32.17
	(iii) Structures	Nos.	55	54
6.	Dauk Nagar Main Canal (79.80 Km)			
	(i) Earthwork	Kms.	79.80	60.00
	(ii) Lining	Kms.	79.80	50.67
	(iii) Structures	Nos.	133	63
7.	Nagar Tongaon Main Canal (45 Km)			
	(i) Earthwork (ii) Lining (iii) Structures	Not yet taken up.		
8.	Teesta Jaldhaka Main Canal (30.35 Km)			
	(i) Earthwork	Kms.	30.35	18.64
	(ii) Lining	Kms.	30.35	11.88
	(iii) Structures	Nos.	50	10

Private Universities

339. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to formulate any policy/guidelines for establishment of private universities; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) and (b) A Bill entitled "The Private Universities (Establishment and Regulation) Bill, 1995 was introduced in Rajya Sabha on August 25, 1995.

Modernisation of Major Ports

340. DR. T. SUBBARAMI REDDY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the volume of cargo handled by major ports in the country during 1996-97, month-wise and port-wise, with particular reference to Visakhapatnam port;

(b) whether the Government have a plan to modernise the major ports to enhance their cargo handling capacity; and